

DaimlerChrysler AG

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Patent Claims

1. A method for providing an access principle for access operations of users by means of at least two
10 operator control units to the same application which is preferably provided in a vehicle, characterized in that the access principle is provided on an application-specific basis.

15 2. The method as claimed in claim 1, characterized in that the "last wins" access principle is provided for the "audio" and "video" applications.

3. The method as claimed in claim 1, characterized in
20 that the "parallel in terms of switching" access principle is provided for an application if no simultaneous use at the plurality of operator control units is possible for this application owing to technical restrictions.

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4. The method as claimed in claim 3, characterized in that such a technical restriction consists in the application not being able to simultaneously access the same resource with different requests because the
30 resource is, for example, present only once, or in that the application cannot simultaneously provide lists with different selection possibilities on the plurality of screens.

35 5. The method as claimed in claim 3 or 4, characterized in that such an application is, for example, a navigation system.

6. The method as claimed in one of claims 3-5, characterized in that the access operation to the application is carried out from the second operator control unit according to the "superuser" principle.

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7. The method as claimed in one of the preceding claims, characterized in that a visual and/or audible warning message is output by means of the second operator control unit if the sequence of the application at the first operator control unit could be disrupted, or is disrupted, by an access operation from the second operator control unit to the application.

8. The method as claimed in claim 7, characterized in that the access operation to the application by means of the second operator control unit is blocked until the warning message which is output by means of the second operator control unit is acknowledged.

9. A computer product with program code for a communications system, characterized in that the program code is designed to carry out the method as claimed in one of claims 1-8.

10. A data carrier with the computer program as claimed in claim 9.

11. A communications system (100), in particular for a motor vehicle, having

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an arithmetic unit (110) for controlling applications;
and

a plurality of operator control units for providing the applications for various users of the operator control units at different locations within a vehicle (200),

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characterized in that the arithmetic unit (110) is designed to carry out the method as claimed in one of claims 1-8.